

BookletChart™

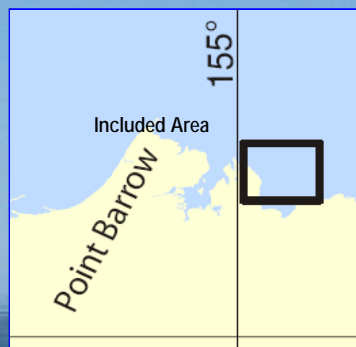
Approaches to Smith Bay

NOAA Chart 16067

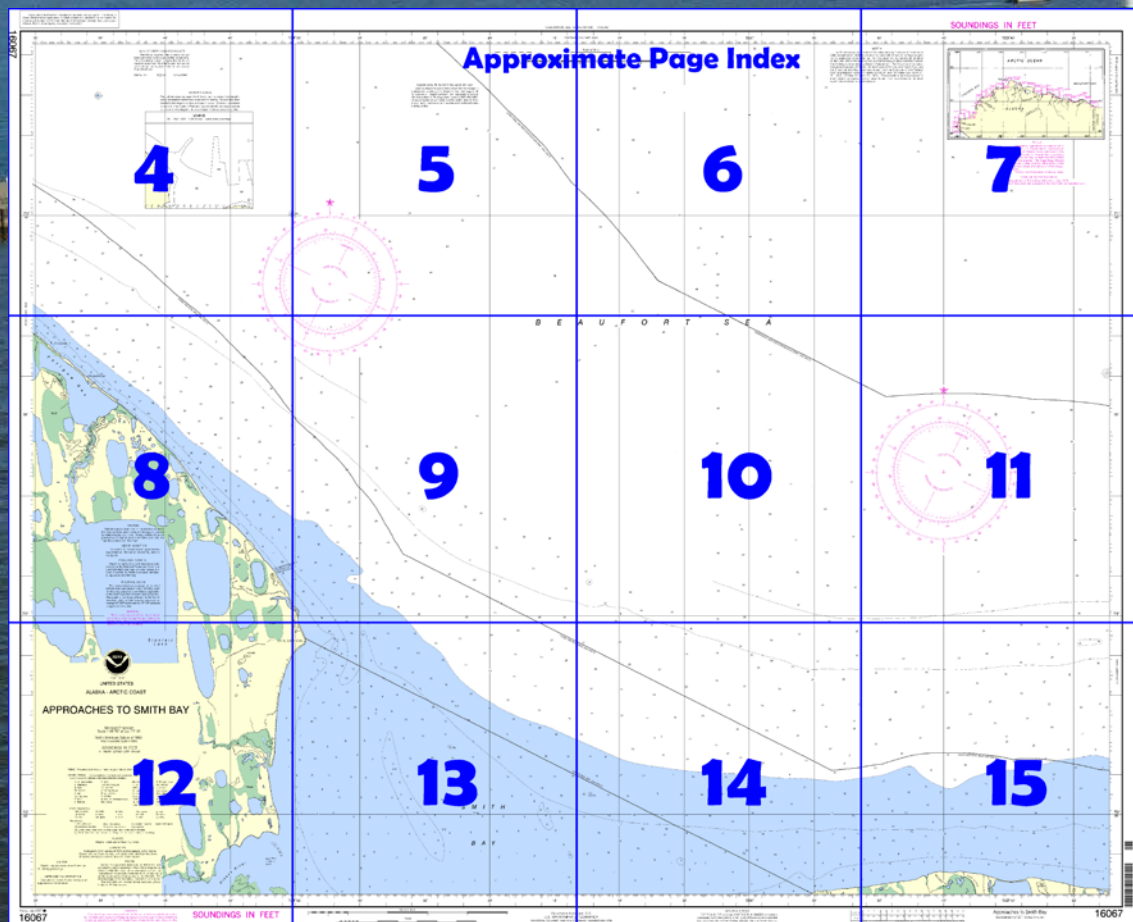


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16067>.



(Selected Excerpts from Coast Pilot)

Tangent Point (71°08.8'N., 155°05.8'W.), 30 miles SE of Point Barrow, is the low, flat, tundra promontory on the E side of the entrance to Dease Inlet. There is a shallow entrance channel between the point and the islands to the NW.

The islands along the coast from Tangent Point to the SE end of Fatigue Bay are low sand barriers separated from the mainland by mud flats and shallow lagoons. These rapidly changing islands have steep beaches

on their seaward sides, with depths of 8 feet or more only 100 yards off. Deep channels open and close through the islands during summer storms.

Fatigue Bay (McKay Inlet) extends SE for about 6.5 miles from Tangent Point. The SE part of the bay, S of Tulimanik Island, is the only shelter for small boats between Tangent Point and Cape Simpson. This shelter, however, is extremely limited because of the shallowness of the lagoons behind the islands. Remarks concerning frequent changes in channels are particularly applicable to the SE part of Fatigue Bay.

The bluffs along the coast from near the SE end of Fatigue Bay to Cape Simpson vary in height from 4 to 15 feet; the land behind is marshy and has numerous lakes. Launches may proceed safely along this stretch of coast at a distance of about 100 yards.

Cape Simpson (70°59.4'N., 154°34.0'W.), is a low promontory 14 miles SE of Tangent Point. There are shoals and sandbars near the cape but no shelter for small boats.

Smith Bay, between Cape Simpson and Drew Point, 14 miles to the SE, extends 8 miles back of the entrance points and has general depths of 3 to 10 feet. Along the W shore of the bay, rapid erosion of the 10- to 20-foot bluffs has caused shoaling, and launches drawing 3 to 4 feet must stay 0.2 to 0.5 mile off, but there is still some protection from W weather.

The delta of **Ikpikpuk River**, which empties into the head of Smith Bay, is building out steadily. Extensive shoals are forming as much as 3 miles out, and the 3-foot curve is 1 to 2 miles off the delta. The SE side of the bay is very shallow; the 3-foot curve is 2 to 3 miles offshore.

Along the E side of Smith Bay are intermittent bluffs. The only possible landing place for small craft is on **Drew Point**, at the entrance. Boats drawing less than 2½ feet can anchor S of the sandspit at the point.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

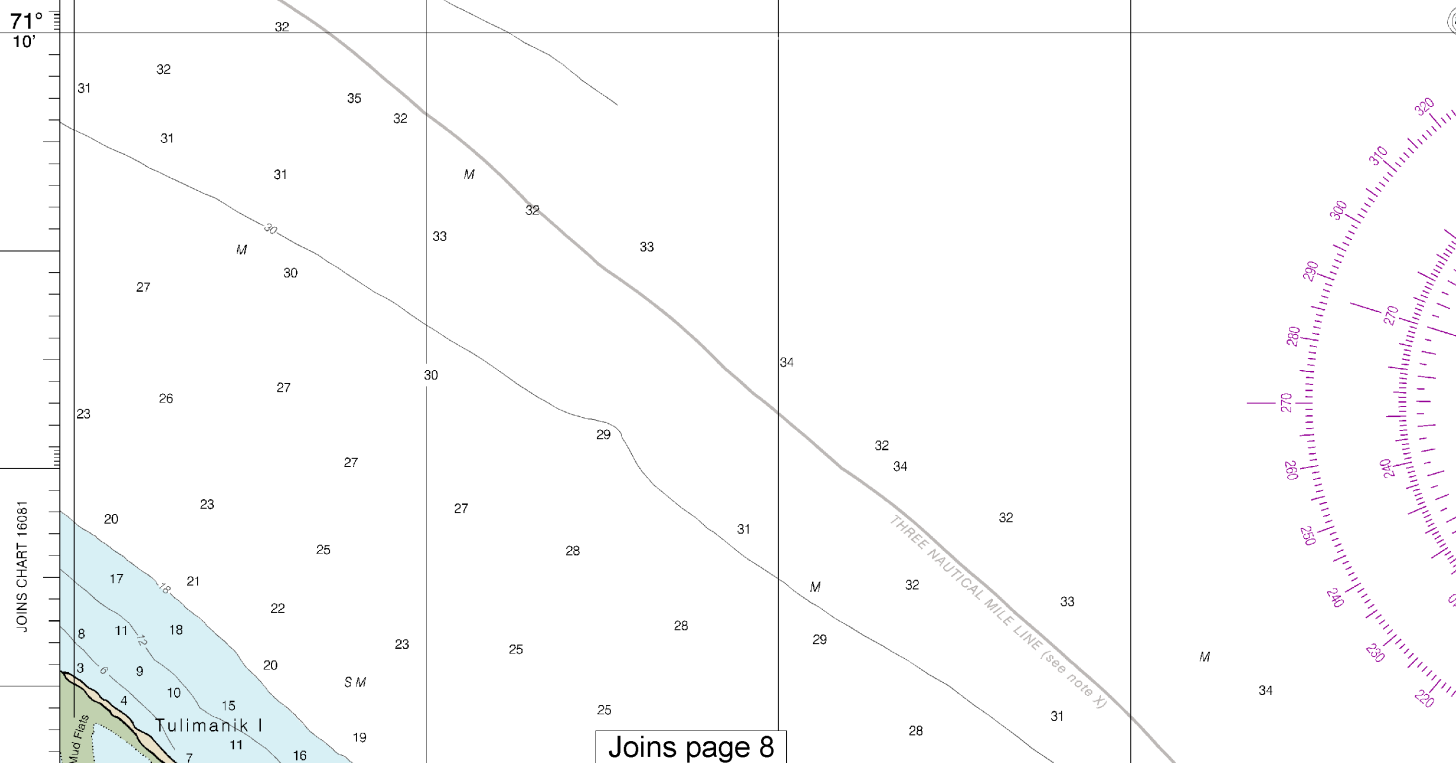
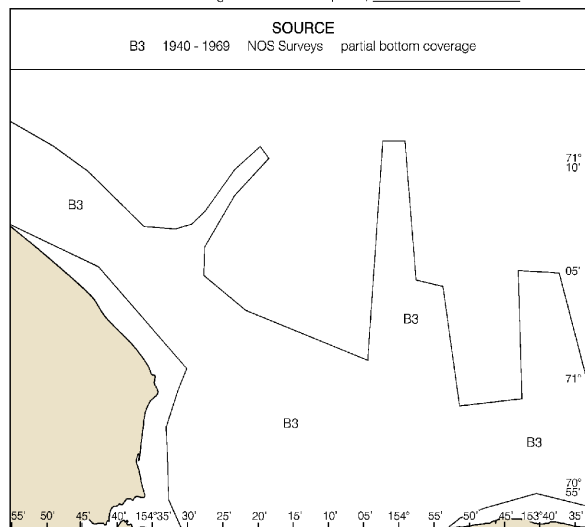
Barrow, AK	KZZ-53	162.550 MHz
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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

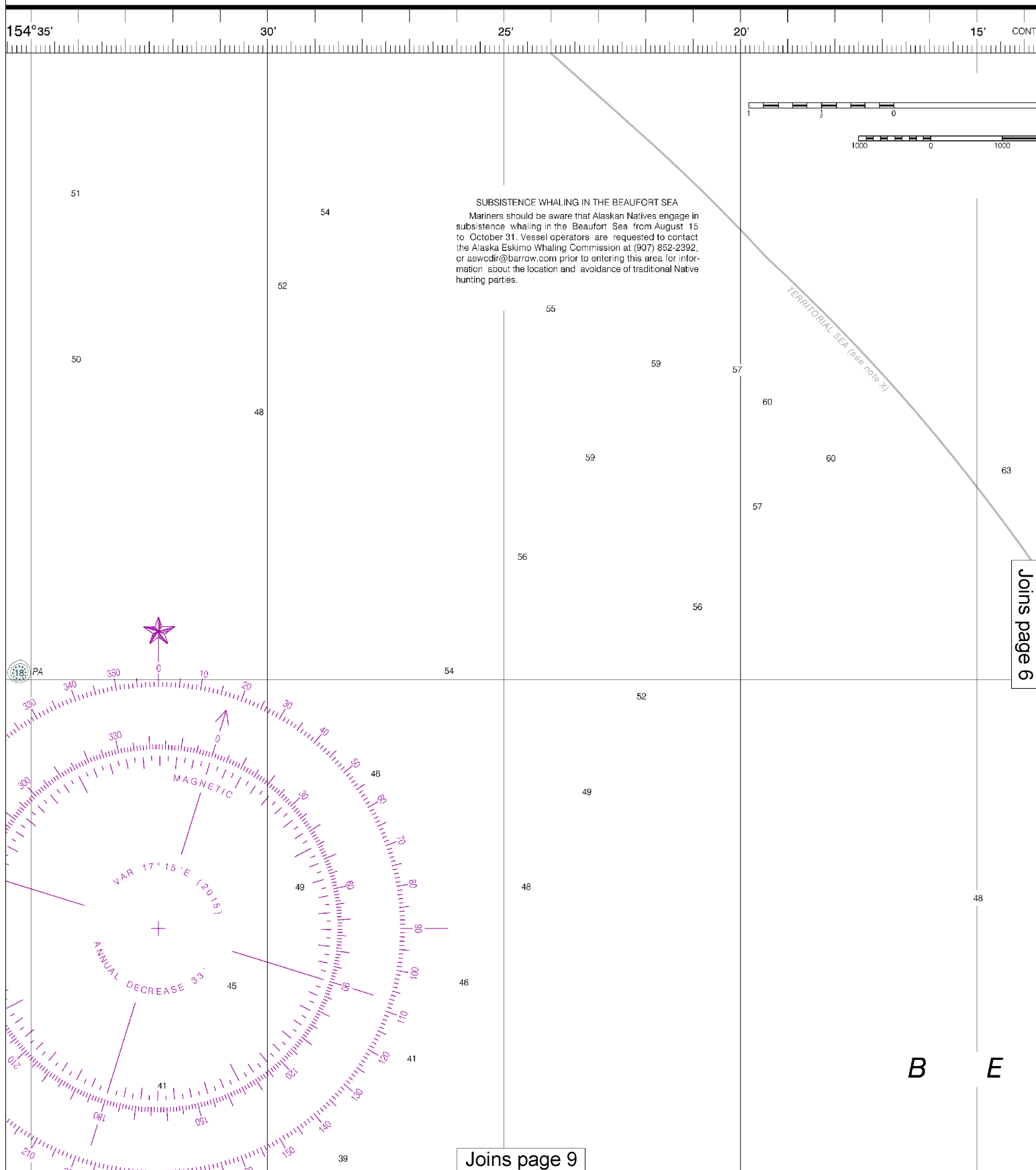
B3	1940 - 1969	NOS Surveys	partial bottom coverage
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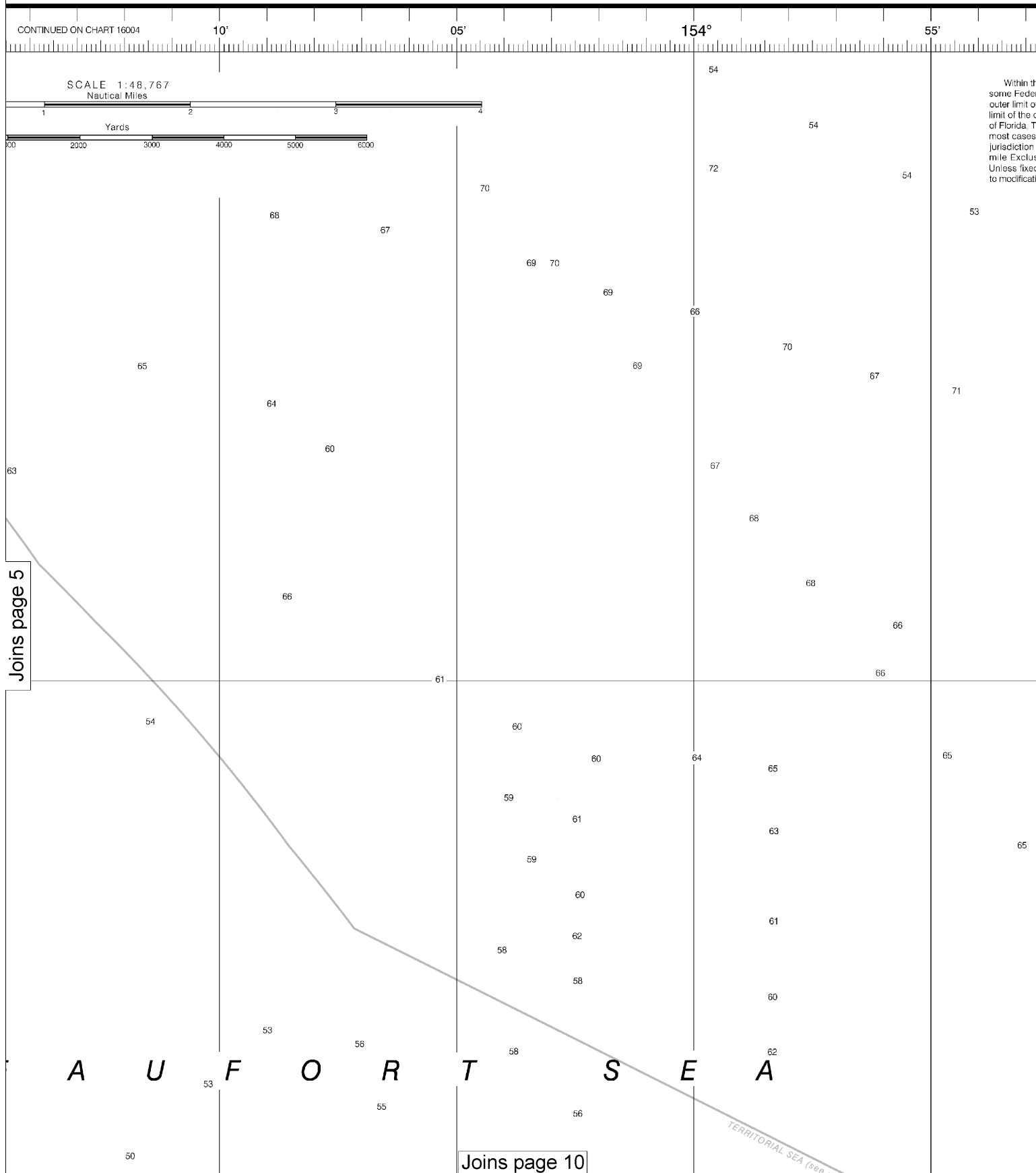
Joins page 8

4

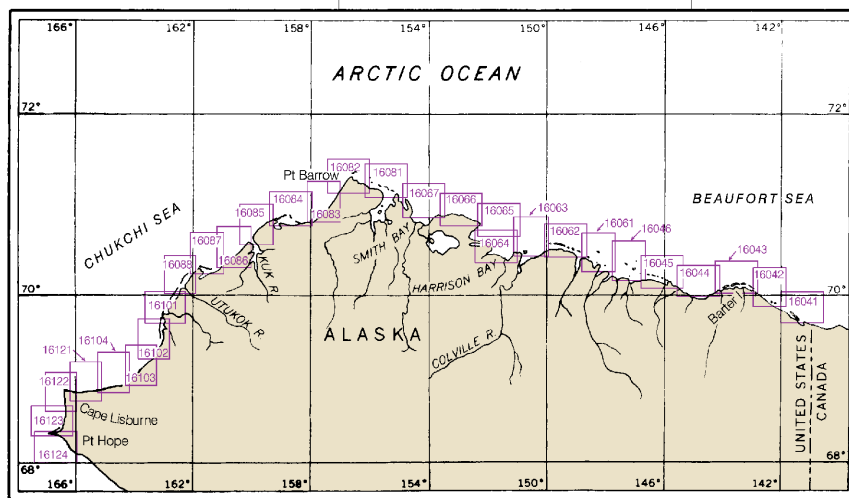
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:65022. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



The 12-nautical mile Territorial Sea, established by Presidential Proclamation, allows laws apply. The Three Nautical Mile Line, previously identified as the p of the territorial sea, is retained as it continues to depict the jurisdictional other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in s the inner limit of Federal fisheries jurisdiction and the outer limit of the h of the states. The 24-nautical mile Contiguous Zone and the 200-nautical sive Economic Zone were established by Presidential Proclamation. by treaty or the U.S. Supreme Court, these maritime limits are subject ion.



CONTINUED ON CHART 16004

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

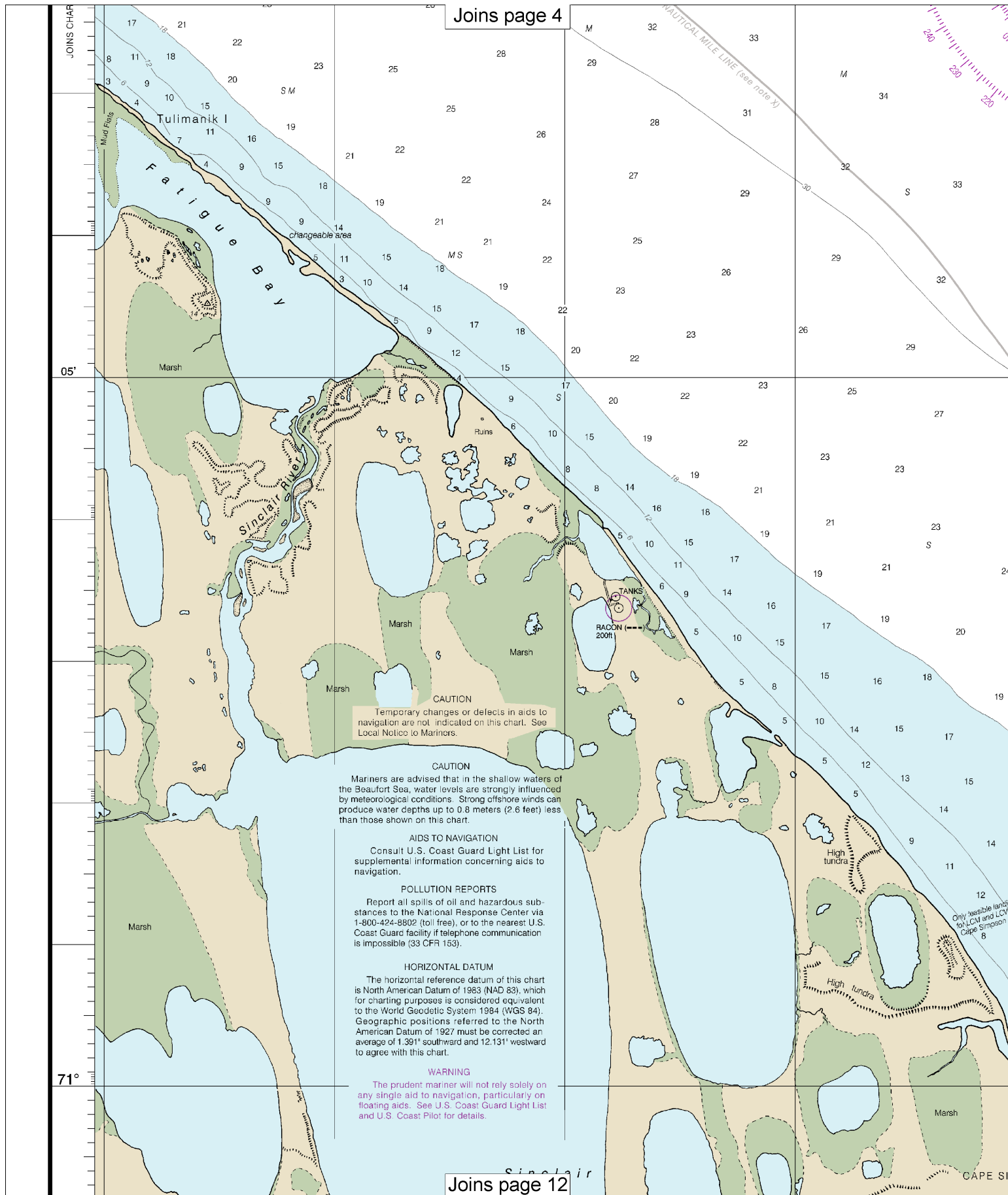
COLREGS, 80.1705 (see note A)

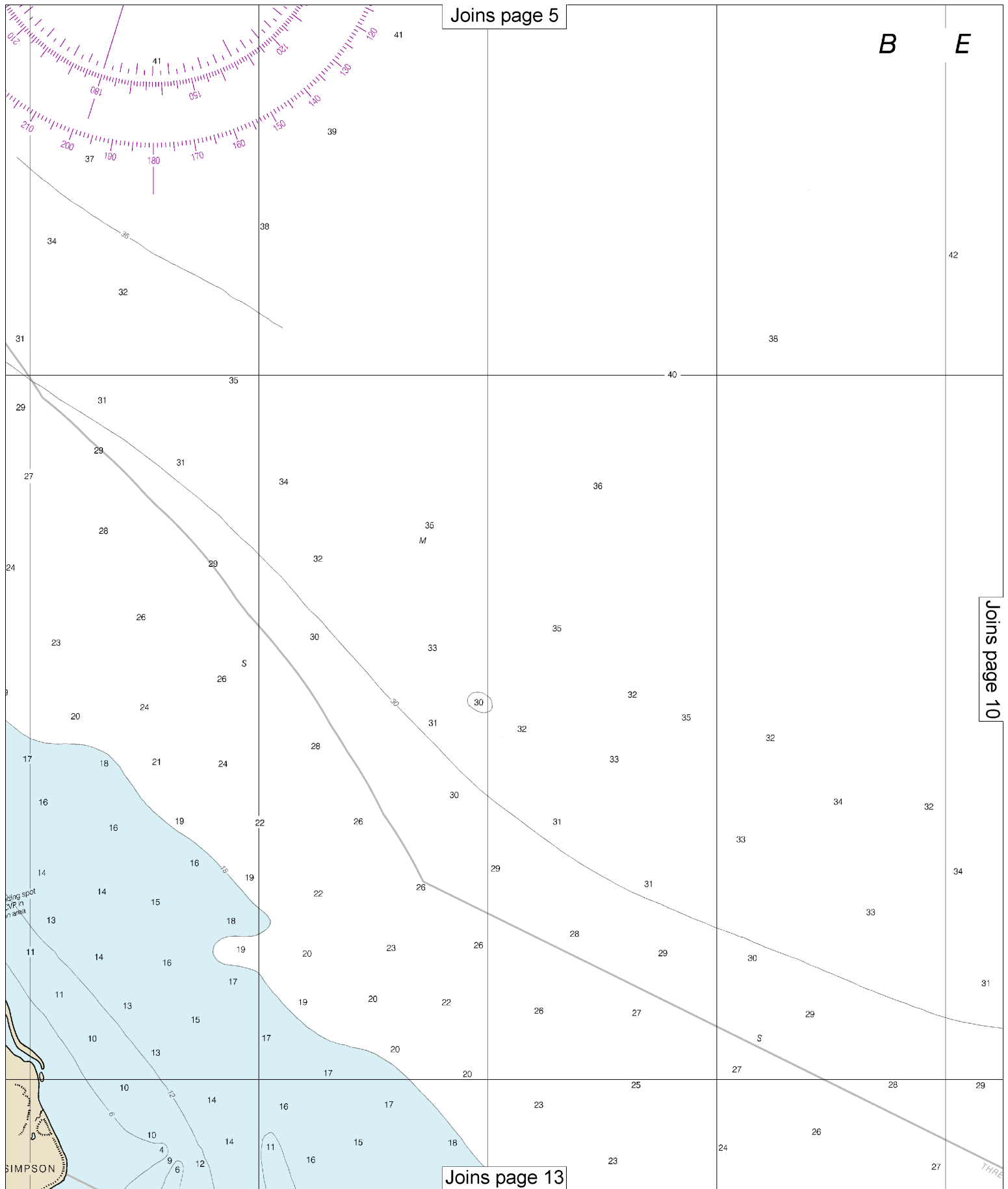
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

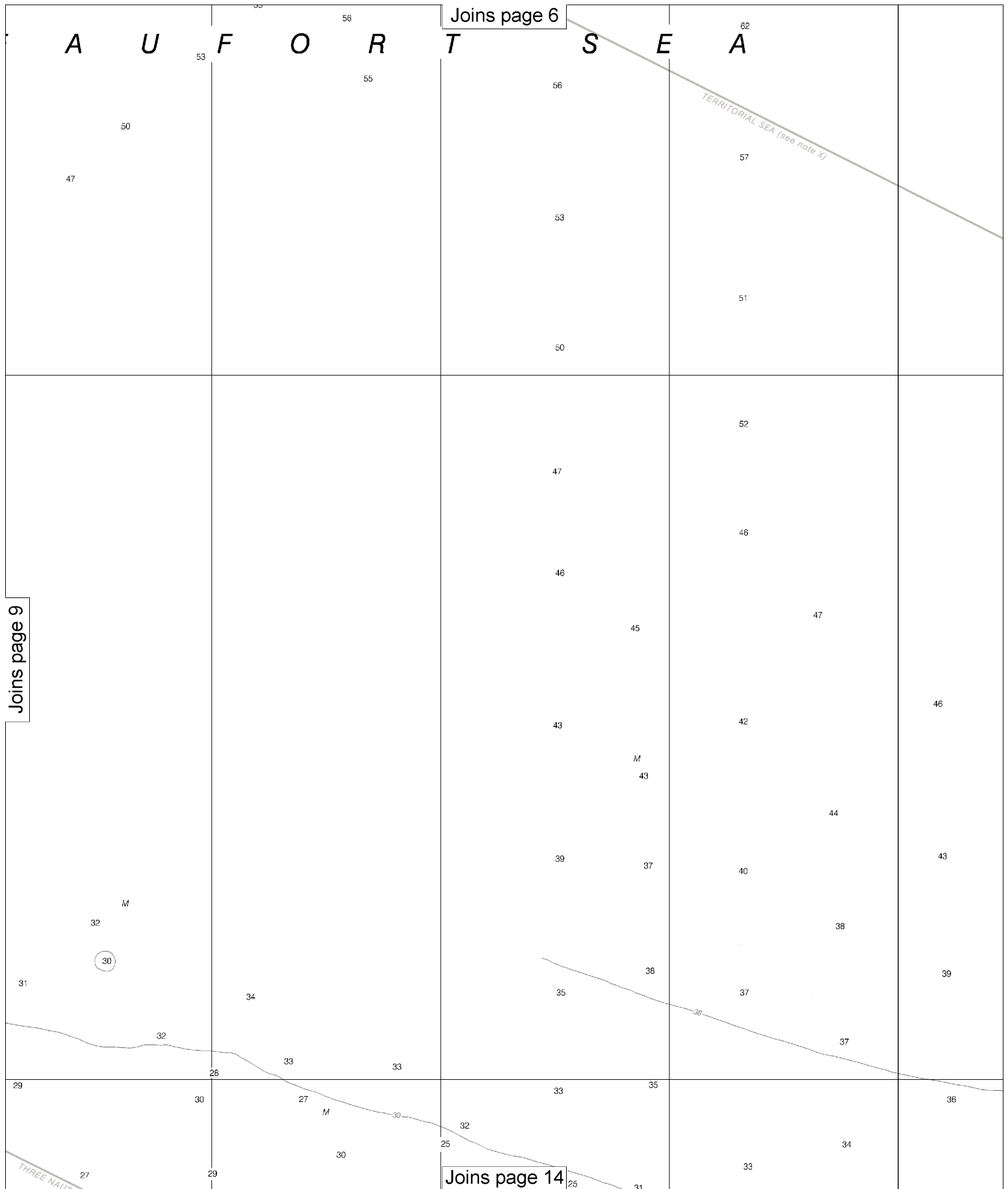
Joins page 11

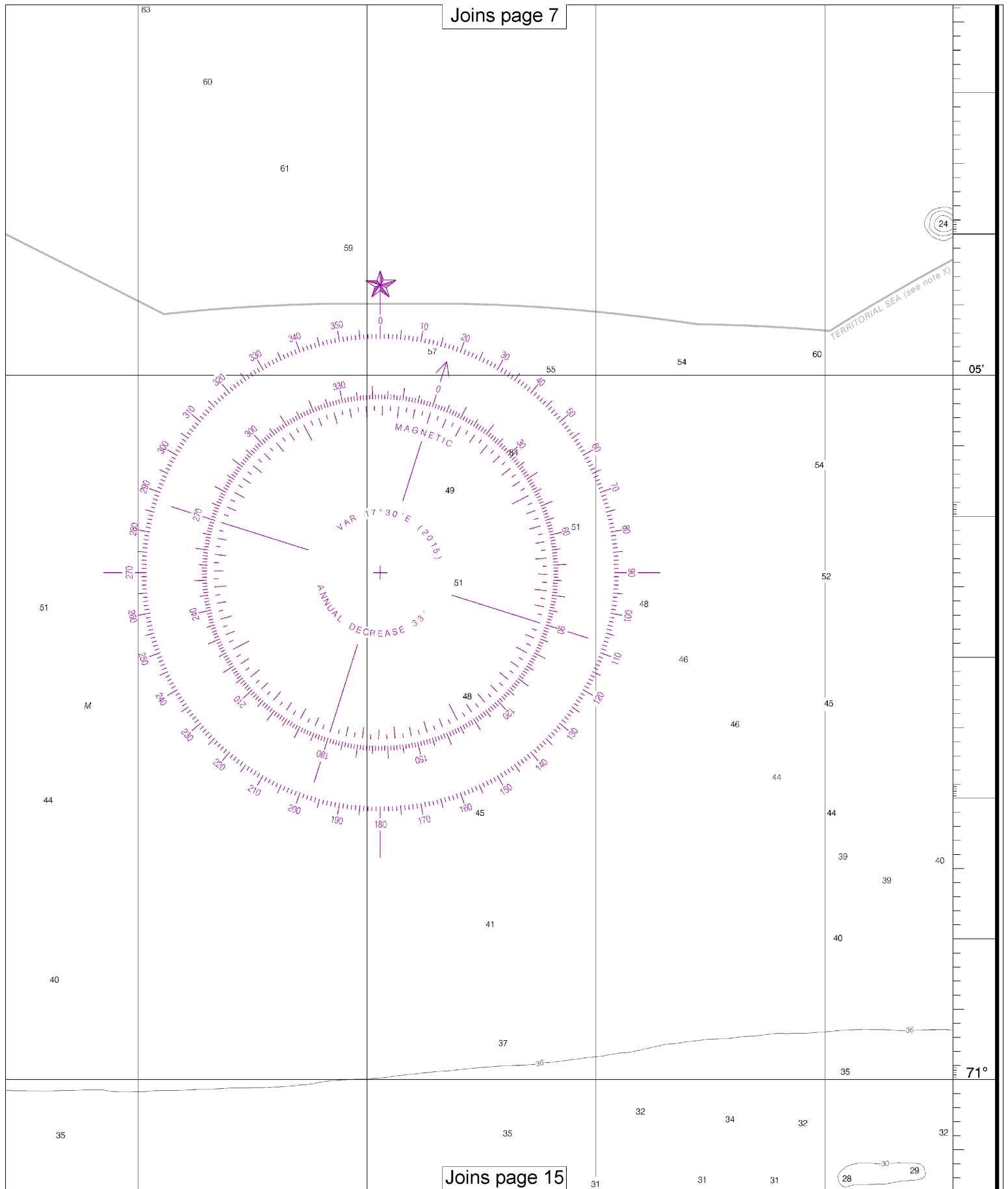
8th Ed., Jan. 2015. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

7









71°

Joins page 8

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



UNITED STATES
ALASKA - ARCTIC COAST

APPROACHES TO SMITH BAY

Mercator Projection
Scale 1:48,767 at Lat. 71° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDES: The periodic tide has a mean range of about one-half foot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography (from surveys of 1952) and topography by the National Ocean Service, Coast Survey, with additional data from the State of Alaska, Geological Survey and U.S. Coast Guard.

CAUTION

Depths may vary as much as 6 feet due to iceberg groundings.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RACON

Radar Transponder Beacons, or RACONS, are activated by radars operating on the X-Band frequencies/ 9300 to 9450 MHz and, when activated, will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be from 11 to 27 miles. The RACONS will be maintained seasonally from 1 July to 15 September.

CAUTION

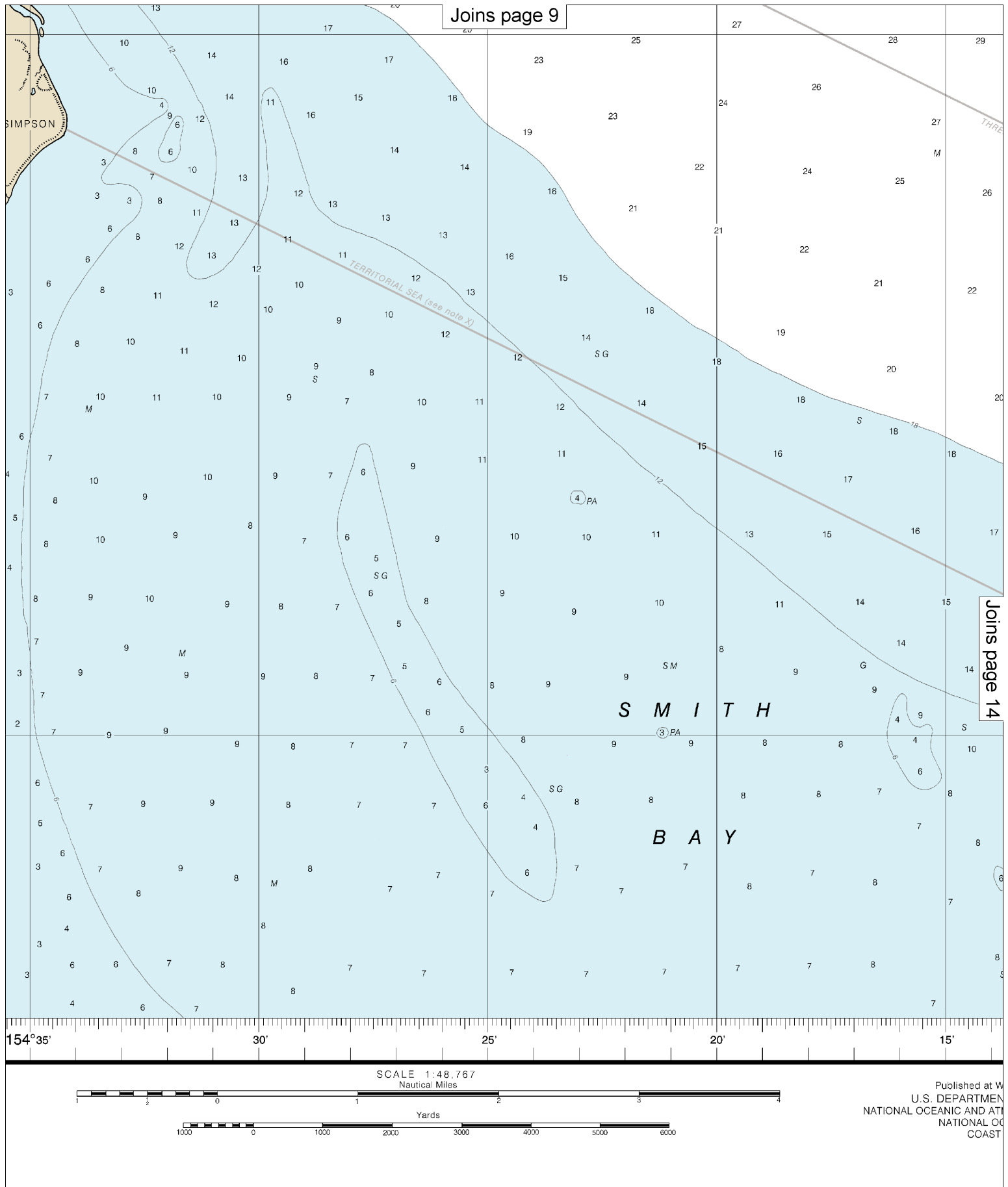
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16067

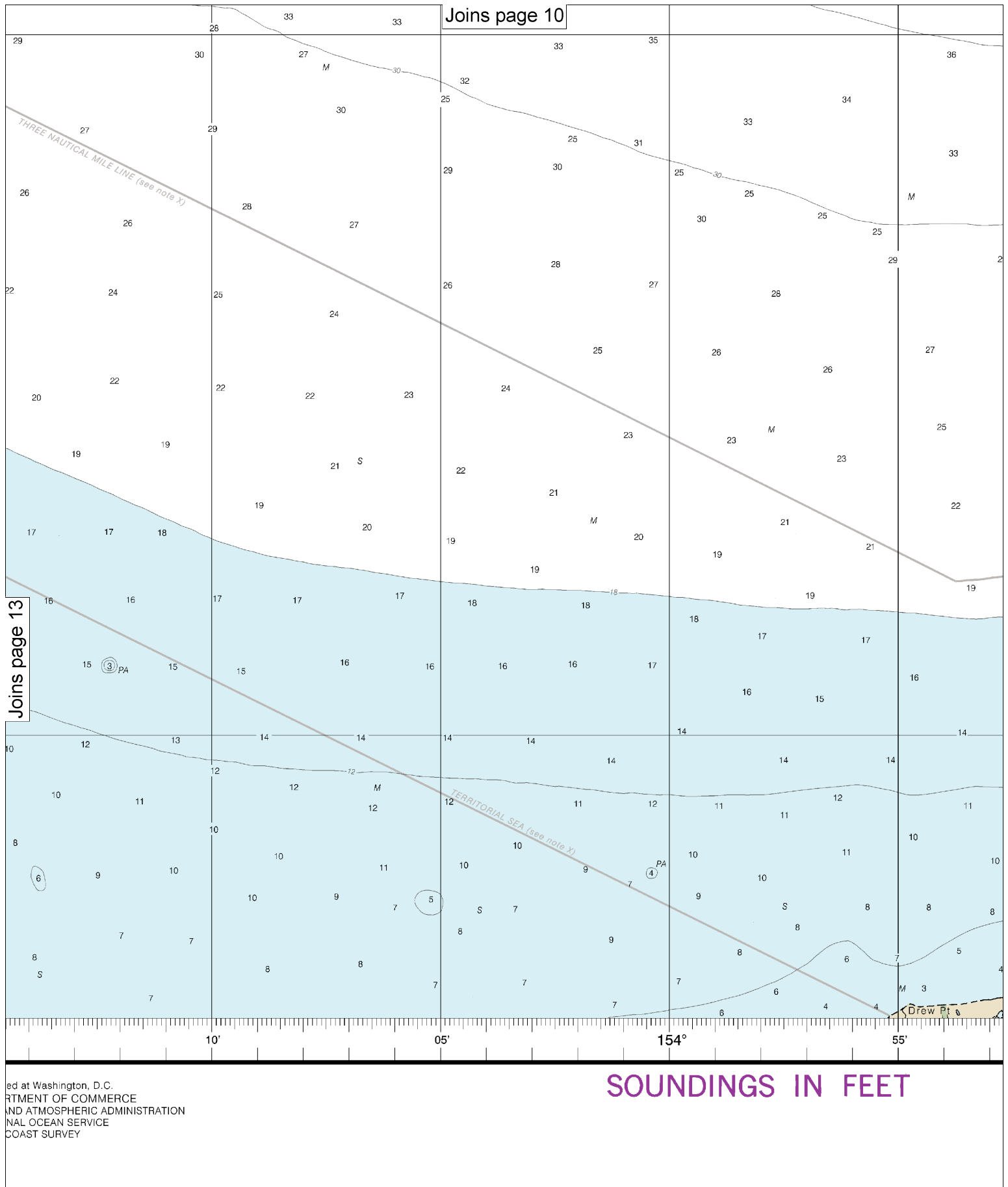
8th Ed., Jan. 2015, Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

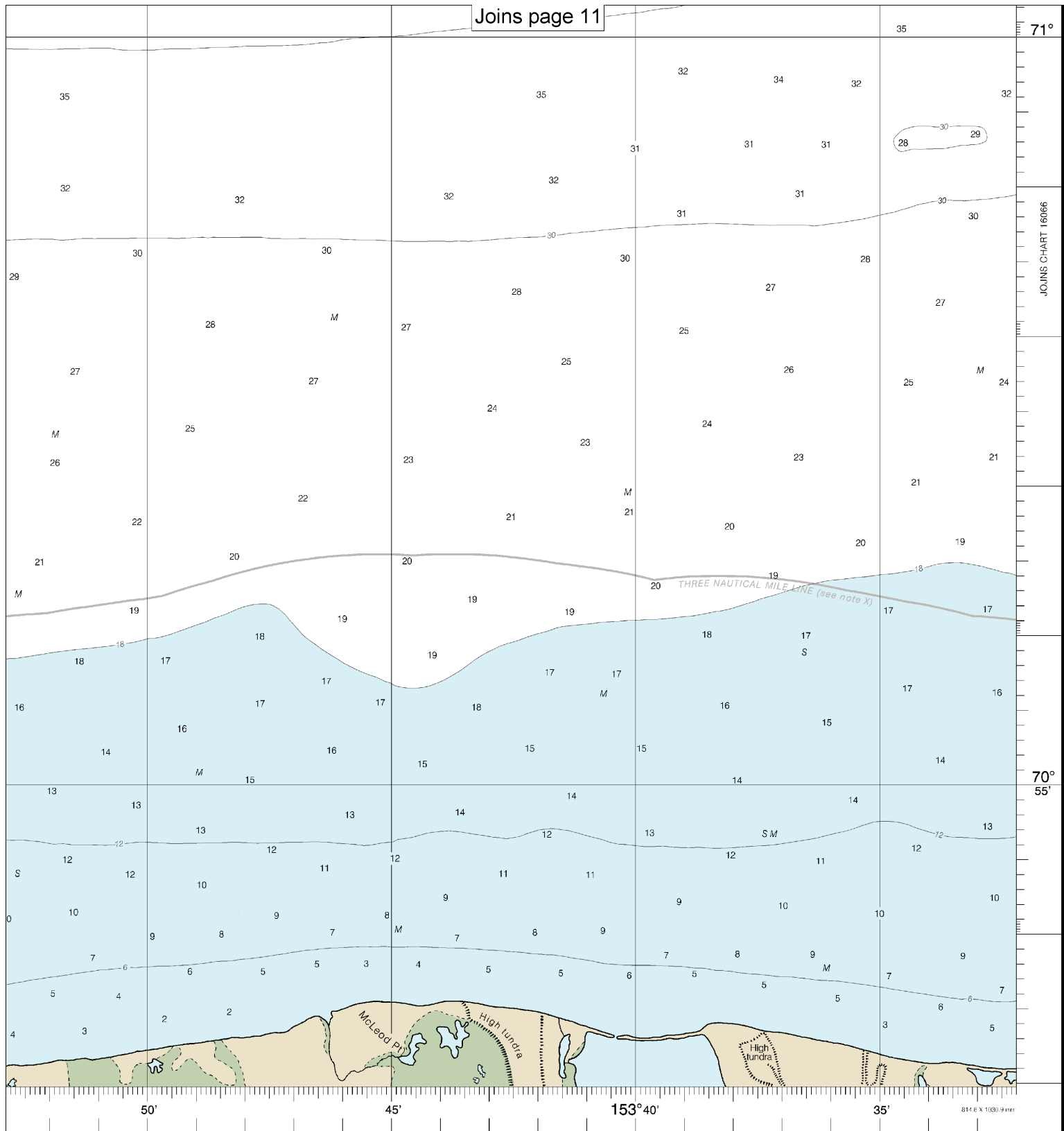
12

Note: Chart grid lines are aligned with true north.



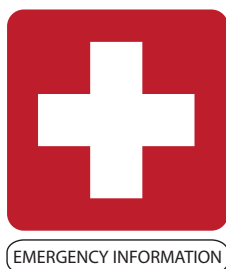
Published at W
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATM
NATIONAL OCEANOGRAPHIC
COAST





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Approaches to Smith Bay
SOUNDINGS IN FEET - SCALE 1:48,767



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.